

GARVEE IMPLEMENTATION

Discussing the Next Steps

FORUM ON TRANSPORTATION INVESTMENT

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334-8807

David Ekern was appointed Director of the Idaho Transportation Department in 2003. Prior to his appointment, he served 33 years with the Minnesota Department of Transportation as Assistant Commissioner, Division Director of Engineering Services, Assistant Chief Engineer, and as a District Engineer. He has also held positions in Environmental Policy, Project Development, Planning, and Operations

From 2001 – 2003 he was on assignment to the American Association of State Highway and Transportation Officials (AASHTO). In that role, he focused on initiatives and policy development in Intelligent Transportation Systems, Asset Management, Remote Sensing Technologies, Operations Management, Homeland Security, Traffic Incident Management, Context Sensitive Design, and helping shape congressional reauthorization proposals.

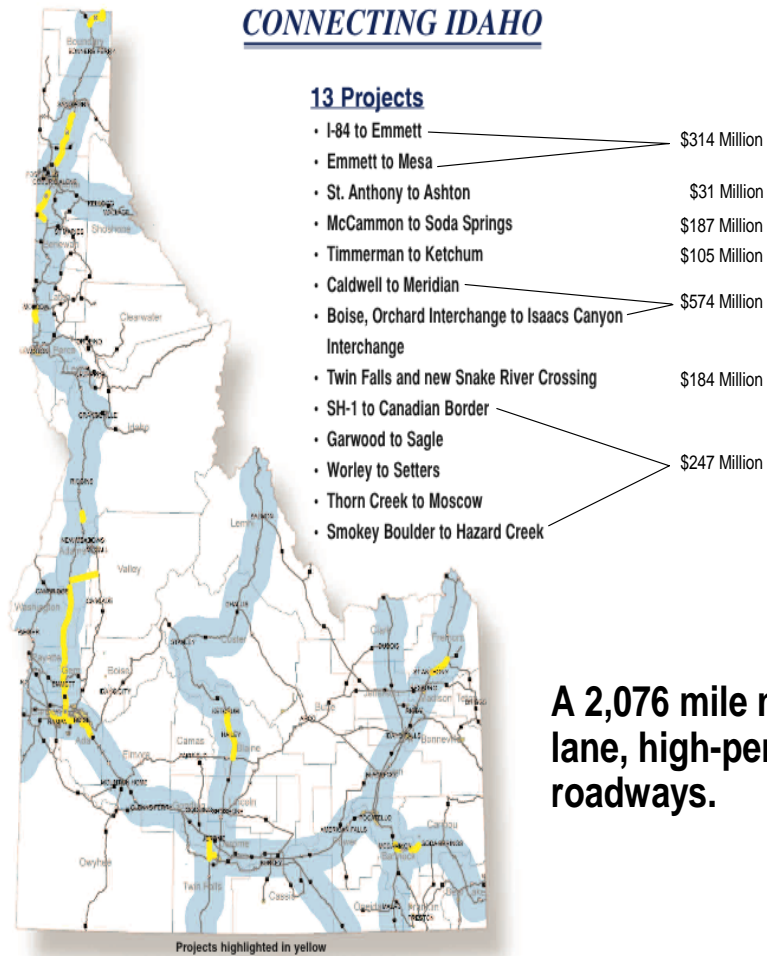
He is a member of numerous professional associations and societies and has earned the standing of Fellow in the American Society of Civil Engineers. David is a Registered Professional Engineer, received his Bachelor of Science degree in Civil Engineering from the University of Minnesota and his Masters in Business Administration from the University of St. Thomas.

TOPIC MAP

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- **Vision – Principles for CONNECTING IDAHO**
 - **Explanation of CONNECTING IDAHO/GARVEE Legislation**
 - **Connecting Idaho Program Timeline**
 - **Implementation Next Steps**

Dave began with a topic map of his speech which will include 1) a review of Governor Kempthorne's Vision for Connecting Idaho, 2) an explanation of the legislation that was proposed to set up Connecting Idaho/GARVEE bonding program, 3) the timeline to get the projects and funding, and 4) the next implementation steps.

Dave noted that this year's legislative process was a rare, but wonderful time in the history of Idaho and the future of Idaho Transportation. Dave felt that these last few months was a unique occasion and ITD is very proud to have been an integral part. Chuck Winder and Dave gave 63 presentations throughout Idaho in the last few months. He felt that the true spirit of Idahoans has been used. He sees that the citizens of Idaho use their public scrutiny and that it is a useful, responsible tool for government agencies to convey proposed changes.



A 2,076 mile network of multi-lane, high-performance roadways.

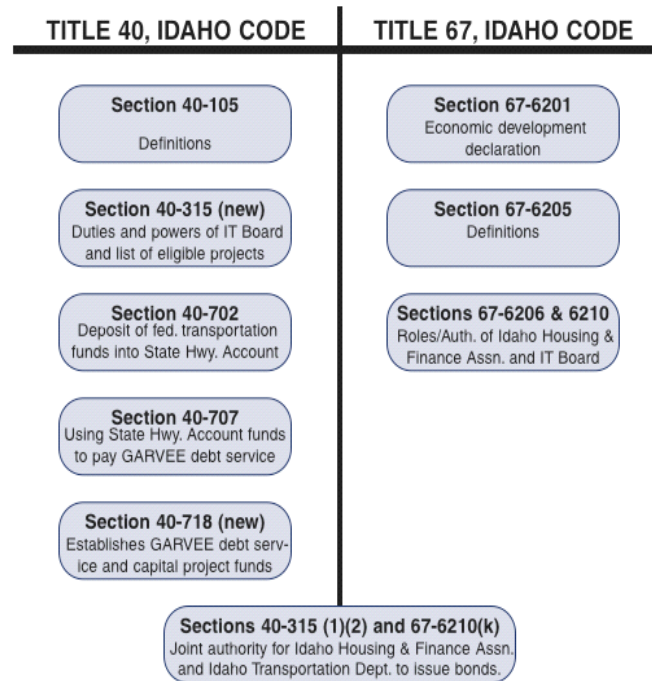
The Connecting Idaho Vision reviewed the 2,076 mile network of multi-lane, high-performance roadways, and identified 13 corridors (blue shading) and 7 projects that need to be built as soon as possible to meet Idaho's connection objectives.

Foundations for Use

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- **Maintain system condition at current levels**
 - **Maintain the current ('05 – '09) State Transportation Improvement Program**
 - **All projects must be included in State Transportation Improvement Program**
 - **All projects developed in accordance with state and federal laws and rules**
 - **All “improvements” designed as EXPANSION projects**
 - **Local and Statewide Programs**
 - **Preservation Program**
 - **Expansion Program**
 - **Projects sized to accommodate Idaho contractors**
 - **Deliver the Program within Existing Resources:**
 - **Assume no increased taxes**
 - **Within current staffing**

The Connecting Idaho proposal also identified 7 principles to serve as foundational guides. Some of the important points are: maintain current levels of system condition; continue the STIP with the GARVEE projects included and meeting all state and federal laws and rules; GARVEE projects designed as expansion projects and sized to accommodate Idaho contractors; and GARVEE projects would assume no increased taxes and use current staffing.

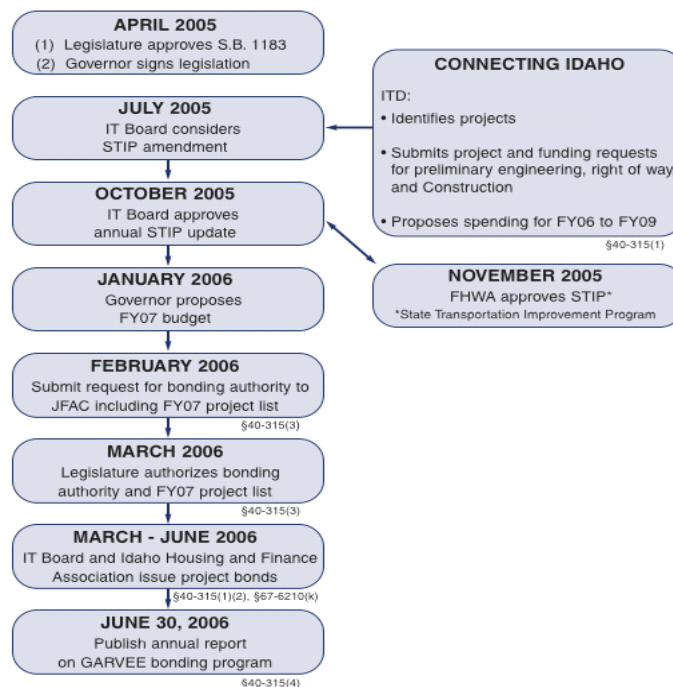
S.B. 1183 —OVERVIEW



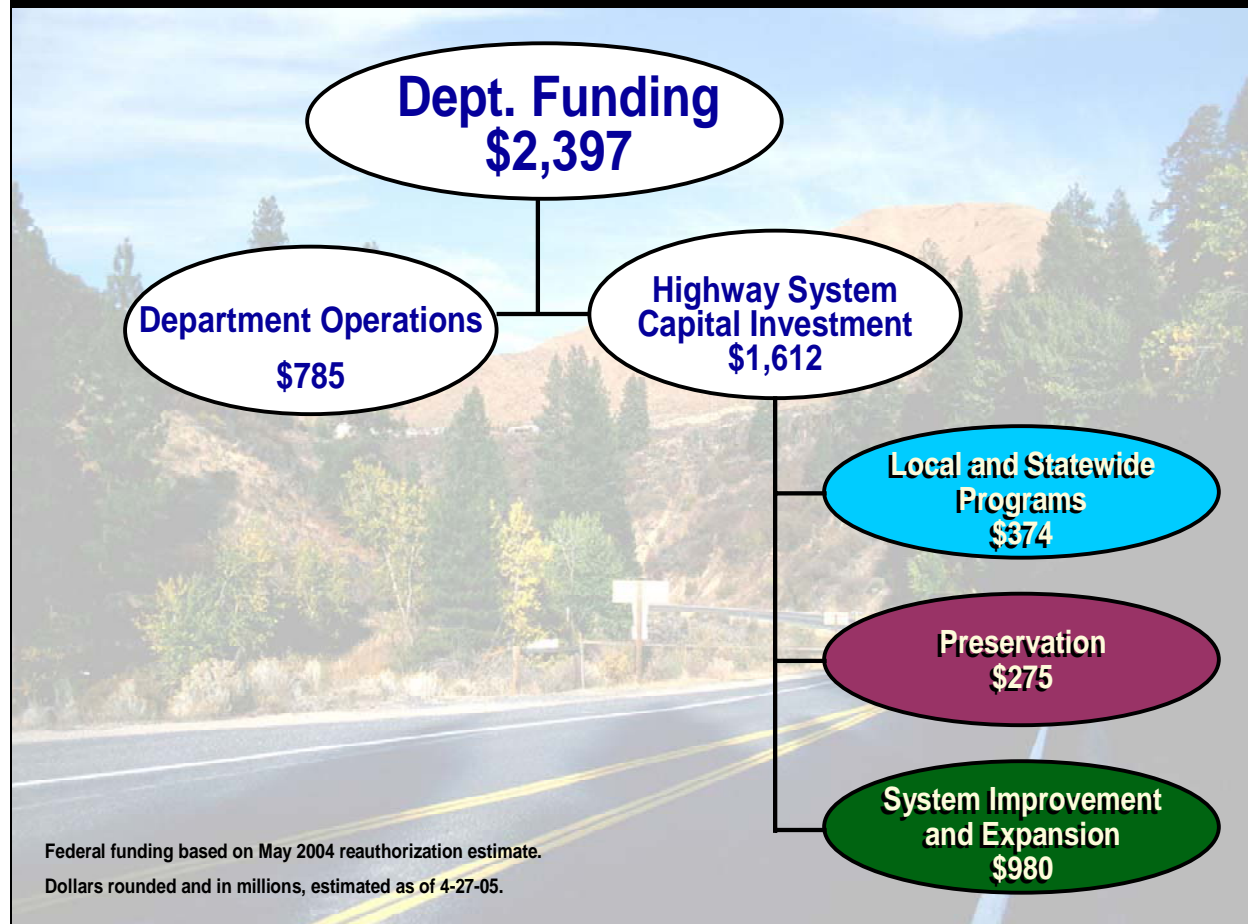
NOTE: S.B. 1183 includes a Severability Clause (Section 11)

The legislation made changes in several places in Idaho Code -- Title 40 and Title 67 and Dave reviewed the timeline to get the GARVEE projects into next year's STIP.

GARVEE Legislation Timeline



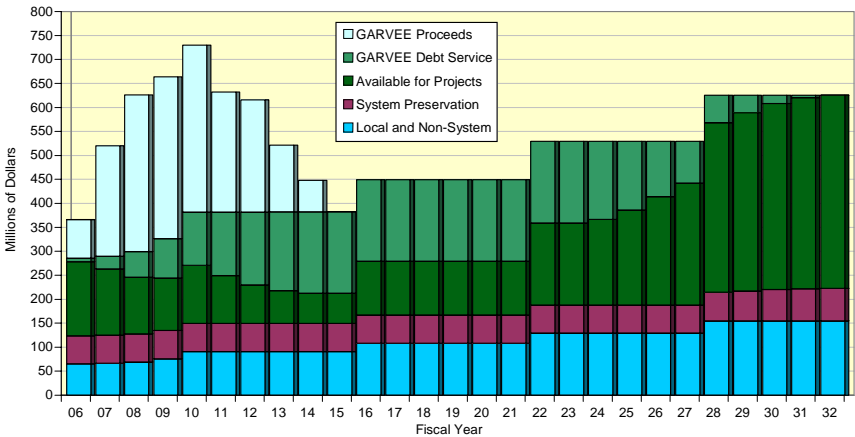
Programmatic Funding, Without GARVEE (FY05 through FY09)



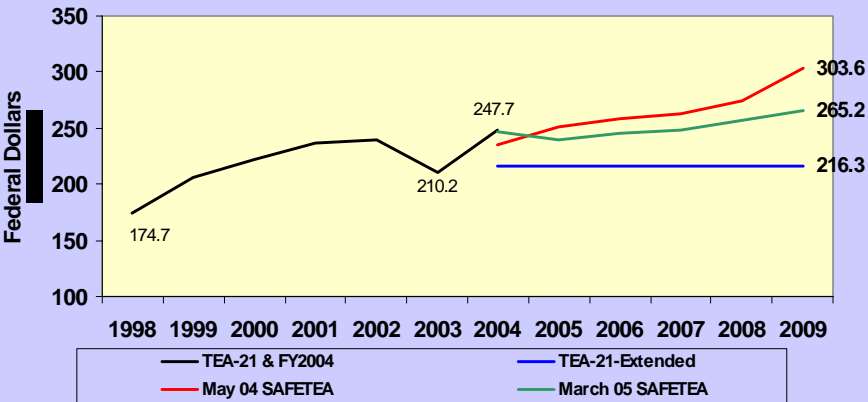
The following slides then went into the funding considerations and project authority approvals.

Connecting Idaho

Stepped Reauthorization Projection

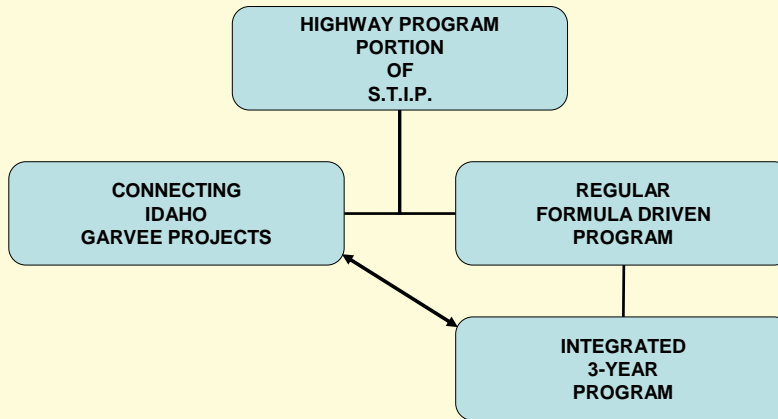


Federal Highway Apportionment Estimates

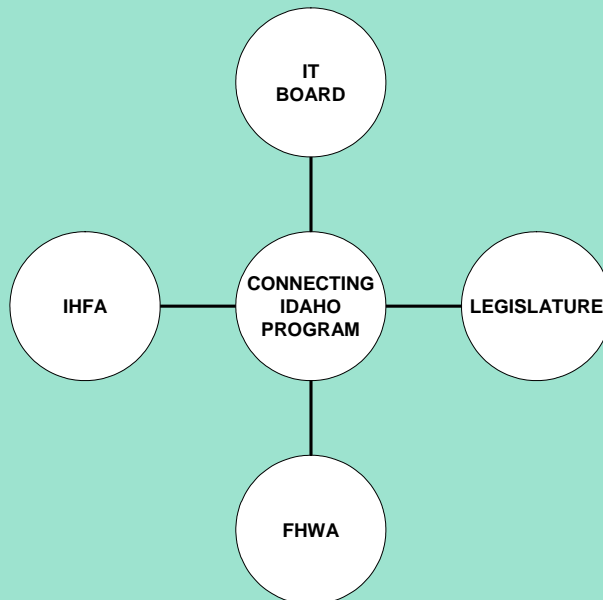


Fiscal Year	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
TEA-21 & FY2004	174.7	206.2	222.4	236.5	238.9	210.2	247.7					
TEA-21-Extended							216.3	216.3	216.3	216.3	216.3	216.3
May 04 SAFETEA							234.6	250.8	258.2	263.3	274.1	303.6
March 05 SAFETEA							246.1	239.8	244.8	248.4	256.4	265.2

CONNECTING IDAHO AND HIGHWAY PROGRAM



PROGRAM MANAGEMENT SHAPERS





The GARVEE legislation and the ability to program and build identified projects is a significant step in the vision of Connecting Idaho, but it is not the final answer in Idaho Transportation considerations.

The flip side is that Idaho's transportation system has a backlog of capital improvement and maintenance needs. In 1995, the Needs Study showed a backlog of projects that could not be funded. Much of the surface system had a "poor" condition rating and reported a \$8.6 billion "backlog" of needs. The Needs Study concluded that there has been a pattern of chronic under-funding of highway programs and generated recommendations for funding changes.